





Today's  
Advertisements.

## RACE HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on TUESDAY, WEDNESDAY and THURSDAY, the 20th, 21st and 22nd instants, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,  
T. H. WHITEHEAD,  
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager, Hongkong.

For the NATIONAL BANK OF CHINA, LIMITED,  
GEO. W. F. PLAYFAIR,  
Chief Manager, Hongkong.

For the MERCANTILE BANK OF INDIA, LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency,  
L. BERRINDOAGUE,  
Acting Manager, Hongkong.

For the BANK OF CHINA & JAPAN, LIMITED,  
HONGKONG,  
CHANTREY INCHBALD,  
Manager, Hongkong.

For the YOKOHAMA SPECIE BANK, LIMITED,  
S. CHOI,  
Manager, Hongkong.

For the IMPERIAL BANK OF CHINA,  
E. W. RUTTER,  
Acting Manager, Hongkong.

For the DEUTSCH-ASIA-TIL BANK,  
URRICH,  
Manager, Hongkong.

Hongkong, 13th February, 1900. [197b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KALCAN,"

Captain Bennett, will be despatched as above TO-MORROW, the 14th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 13th February, 1900. [192b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Davis, will be despatched for the above Ports, on THURSDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIRDALE & Co., General Managers, Hongkong, 13th February, 1900. [193b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched as above on THURSDAY, the 15th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 13th February, 1900. [35b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched on THURSDAY, the 15th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 13th February, 1900. [198b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship

"PYRRHUS,"

Captain Butt, will be despatched as above on SATURDAY, the 17th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 13th February, 1900. [80b]

SHEWAN TOMES & CO.'S "NEW YORK"

LINE

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN ELEANOR,"

will be despatched for the above Port, on MONDAY the 19th instant.

To be followed by

"MORVEN,"

about the 25th February, 1900.

For Freight, apply to SHEWAN TOMES & Co., Agents, Hongkong, 13th February, 1900. [19b]

Today's  
Advertisements.NAVY CONTRACT,  
1900-1901.

SEALED TENDERS, in Duplicate, will be received by the VICTUALLING STORE OFFICER, H.M. VICTUALLING YARD, until NOON, on TUESDAY, the 27th instant, for the Undermentioned Articles:—

Biscuits Raisins.  
Soft Bread Rice.  
Flour Milk Condensed.  
Fresh Beef Sugar and  
Vegetables Suet and  
Butter Sennet Huts.

Printed Forms of Tenders and other Particulars are to be obtained at the VICTUALLING STORE OFFICER'S OFFICE.

The right to reject the lowest or any Tenders reserved.

HONGKONG VICTUALLING YARD.

Hongkong, 13th February, 1900. [195b]

THE OFFICER COMMANDING, Army

Service Corps, Fletcher Street, Hongkong, will receive Applications for an Appointment as CLERK and STOREKEEPER under the War Department, at WEIHAIWEI.

Application to be in the handwriting of Candidates, copies of references from previous employers to be enclosed, and the Salary required to be stated.

Hongkong, 13th February, 1900. [196b]

RACE BOOKS.

HONGKONG 1900 MEETING.

RACE BOOKS FOR SALE.

PRICE 50 CENTS.

WING FAT & CO.'S STORE,

16, POTTINGER STREET.

Hongkong, 13th February, 1900. [194b]

NOTICE.

THE INTEREST & RESPONSIBILITY of the Underigned in the TSCAN HAY

YAT PO, No. 39, Gough Street, CEASES from This Date.

WONG SUI TONG.

Hongkong, 13th February, 1900. [199b]

LOST.

ON SATURDAY EVENING, between the City Hill and Kowloon Docks, a Lady's OSTRICH FEATHER BOA.

The Finder will be REWARDED bringing same to

The Hongkong Telegraph Office.

Hongkong, 13th February, 1900. [200b]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White.

Capsule ..... \$10.80

B.—WATSON'S GLENROCHY.

Mellow BLEND, Blue

Capsule, with Name

and Trade Mark ..... 10.80

C.—WATSON'S ABELOUR.

GLENLIVET, Red Cap.

Shin, with name and

Trade Mark ..... 12.00

D.—WATSON'S H.K.D. BLEND

OF THE FINEST SCOTCH

MALT WHISKIES, Vio-

let Capsule ..... 14.40

E.—WATSON'S VERY OLD LI-

QUEUR SCOTCH WHISKY,

Gold Capsule ..... 15.00

THORNE'S BLEND and WATSON'S

GLENROCHY are high class Soda

Whiskies of greater age than most

brands in the market.

ABELOUR-GLENLIVET is a very old

Peat Whisky, (smoky) and could not

now be replaced in stock at the price.

D is well known for its fine

flavour.

E is of superb quality and pro-

nounced by leading local connois-

seurs to be the best brand in the

Hongkong market.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

## DEATHS.

At Tongshan, on Saturday, January 13th, GEORGE SHORT, Foreman Mechanic, Chinese Engineering and Mining Co., aged 40 years.

At Tongshan, on Monday, January 22nd, JOSEPH HOARE, Shop Manager, Tongshan Works, Imperial Railways of North China, aged 41 years.

## The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 13, 1900.

## REUTER'S TELEGRAMS.

## REUTER'S SERVICE.

## THE WAR.

## Natal.

LONDON, February 11th.

The Times Correspondent at Springfield says that although the infantry might, by a very determined assault, have forced a way through the Boer centre in the recent fighting, it would have been impossible to secure the lines of communication and that a retreat was therefore decided upon. After crossing the river the whole of the force moved beyond range of the enemy's guns.

## Lady Smith.

It is reported in Pretoria that the Lady Smith garrison were, on Wednesday night, trying to force a passage in the direction of the Free State laager, no details have been received.

## Lord Roberts.

General Lord Roberts has arrived at Modder River and met with an enthusiastic reception. Inspecting the Highlanders' Camp, Lord Roberts congratulated the brigade on their steadiness at Koodoosberg.

## Colesberg.

Skirmishes continue round Colesberg.

## Kimberley.

News from Kimberley dated 6th inst. says that the Boers continue bombarding the town and that the women and children are bearing the hardships of the siege bravely.

HONGKONG VOLUNTEER GAZETTE SERVICE.

## Cape Colony.

LONDON, February 12th.

It is officially reported from Rensberg that the Boers on the 9th inst. attempted to turn the British right flank but were beaten off and the position maintained. The casualties were small.

## Kimberley.

Kimberley reports that the fighting force (of the Boers) has increased. On the 7th inst. the Boers were constructing trenches to the Eastward. The reinforcements have come from Mafeking and include guns.

## British Armaments.

It is reported that Japan has allowed the Government to take over four, 4.7 guns ordered at Armstrongs, and that some European States have acted in a similar manner with reference to orders to Vickers. The Government thus acquires a hundred new guns.

## WEATHER REPORT.

The Observatory report says:— On the 13th at 11.55 a.m. the barometer is still falling on the China coast. Pressure is low probably in the N. part of the Sea of Japan, and highest over N. China. Gradients slight with light monsoon on the coast and moderate monsoon in the N. part of the China Sea. FORECAST:—Moderate or light E. winds; cloudy, misty.

## LOCAL AND GENERAL.

H.M.S. Orlando left yesterday afternoon for Manila.

TO-MORROW afternoon, on the Happy Valley, the Hongkong Football Club will play the Officers of the Navy. Kick-off at half-past four.

DURING the week ended 10th February, the following cases of communicable disease were reported as occurring in the Colony:—Bubonic Plague, two cases, two deaths; Enteric Fever, two cases, one from H.M.S. Iphigenia; Small-pox, three cases, all fatal.

THE funeral of the late Captain Burnie, whose death we reported yesterday, took place last night at the Protestant Cemetery. A great number of mourners followed the cortege, the obsequies being performed in the dull twilight, nearly 5.30 p.m., were most impressive.

WE would draw attention to the advertisement, appearing in another column, of the Hongkong Football Club, as regards the Grand Stand. It has always appeared a pity to us that so many spectators have been obliged to stand throughout a match when many seats have been vacant in the stand. It is only by considering the public's comfort that an organization, of any description, can hope to obtain their support. We are pleased to see that the H.K. F.C. have fully realized this.

LORD Roberts, says the Outlook, learnt the news of his sons' death at the Travellers' Club. He was talking to a distinguished general at a little distance from the tape, round which was formed a circle of members. Someone who did not know he was present, exclaimed: "Good Heavens! Bob's son is killed." "What's that?" cried Lord Roberts, elbowing his way to the tape. He read the fatal intelligence, and then walked out of the club without a word, the members gazing after him with silent and affectionate sympathy.

AN accident occurred on Tuesday evening last, says the M. C. D. News of 9th inst., resulting in the drowning of James Tozer, a chief stoker on board H.M.S. Peacock. It appears the gunboat was coaling during the evening and deceased while walking over the boats along-side slipped and fell into the river. He was seen to fall but efforts to recover the body were unsuccessful. Deceased was 39 years of age and would have been a time-expired man in another 12 months. Information was given to the River Police but as yet the body has not been found.

YESTERDAY at the Magistrate's Chambers, Hare, Payne and Curtis were brought up before his Worship, Mr. Gompertz, on the charge of having stolen some fish from a salesman at Shaik-wan. The Chinaman said that the defendants had come to his shop and on being told the price of the fish had killed some with their hands and others with stones and bamboos. The soldiers, in their defence, said that they were willing to buy the fish for 25 cents each, the price they were first told, and had already paid \$1.40 for three. After some discussion the first defendant hit the Chinaman who called out for the police. The fight then became general and Inspector Robinson came up and took the Gungners into custody. Yesterday Mr. Gompertz adjourned the case to enquire into the price of the fish and to-day fined each defendant \$5 the first having to pay \$2 extra for the assault.

SOME little time ago we reported that torpedo-boat No. 36 had run ashore at Tsui Hai Chan, West River, and that Mr. Broughton, Chief Boatman in the Naval Yard, had been sent to raise her and bring her back to Hongkong. He found the job rather more difficult than was expected and Mr. Read, Engineer of the Torpedo Depot and Mr. Vincent, Shipwright, were sent to assist him. It was found that the boat had struck on a rock, her stern remaining fast while the after part sank. Owing to the watertight compartments the water was kept from entering her stern, but from her engine-room forwards she filled. It was found necessary to send two lighters, capable of raising 100 tons each, and by means of salvage utensils, she was raised sufficient to beach her, and temporary repairs were done. She was brought to Hongkong last Sunday night, and after a thorough inspection yesterday, was put into dry dock this morning. The amount of her damage can be fairly estimated when it is known that the lighters had to go into dock with her for if they had lost loose there is no doubt that she would have sunk again like a stone.—"Lump of Lead."

A GREAT gloom has been cast over the little foreign community of Tongshan by the deaths of two of the oldest residents within ten days of each other, and both from virulent small-pox, a disease which has been somewhat acute among the Chinese in that district this year. Mr. Short, who was the first victim, came to Tongshan from Newcastle some eight years ago as Foreman Mechanic of the Tongshan Mines, in the employ of the Chinese Engineering and Mining Co. Everything was done for him that could be done, but he succumbed to the terrible malady on the 13th, leaving a widow and two children, besides a large circle of friends, to sincerely mourn his loss. Mr. Hoare who was an intimate friend of the above and assisted in nursing him, himself succumbed to the disease on the 22nd ulto. He like Mr. Short, came to China some eight years ago, from Brighton, and joined the Tongshan works of the Imperial Railways as Shop Manager. His death following so closely on that of his neighbour was a great shock to the little colony there. Both men were about 41 years of age and leave behind them a record of high ability and integrity, and both will be greatly missed in the circle where they had made themselves much respected and esteemed. The greatest sympathy is felt for their relatives and friends.—"P. & T. Times."

## THE A. D. C. PERFORMANCE.

## "THE YEOMEN OF THE GUARD."

Last night the Amateur Dramatic Club gave their first performance of Gilbert and Sullivan's opera "The Yeomen of the Guard" to a full, but not crowded house. The plot of the piece is a simple one. Colonel Fairfax, a political prisoner confined in the Tower, is to be executed, but is saved by Sergeant Meryll, who has served under him, and his daughter Phoebe. The rescue is accomplished by Phoebe making love to the jailer Shadbolt and procuring his keys, by means of which the Colonel is released and personates Meryll's son and Phoebe's brother, who has just been made a Yeoman. Colonel Fairfax, however, in order to prevent his money from passing to a hated relative, an hour before the time appointed for his execution, marries Elsie Maynard, a strolling player who is betrothed to Jack Point the jester. Having been installed as a Yeoman, the rescued Colonel of course falls in love with his wife and proposes to her in the character of Leonard Meryll after the news of Fairfax's death is spread by Shadbolt in order to escape punishment for losing his prisoner. Just as the wedding is about to take place, however, a pardon arrives and all ends happily, except for the poor fooled fool who dies then and there of grief.

The following is the cast:— Sir Richard Chelmoye, M. C. H. Hay. Colonel Fairfax (under sentence of death), Mr. G. P. Laumert. Sergeant Meryll (of the Yeomen of the Guard), Mr. C. H. Grace. Leonard Meryll (his son), Mr. C. H. Laumert. Jack Point (a strolling jester), Mr. G. H. Sexton. Wilfred Shadbolt (Head jailer and assistant Tormentor), Mr. A. Stewart. The Headman, Mr. H. A. Laumert. First Yeoman, Dr. J. A. Lawson. Second Yeoman, Mr. W. Armstrong. Third Yeoman, Mr. F. P. Harrold. First Citizen, Mr. J. J. O'Neill, R.N. Elsie Maynard (a strolling singer), Mrs. W.W. Campbell. Phoebe Meryll (Sergeant Meryll's daughter), Mrs. Badeley. Dame Carruthers (house-keeper at the Tower), Mrs. Ross. Kate (her niece), Mrs. Lawson. THE WOMEN OF THE GUARD. Mr. J. Aiken, R.N., Capt. P. G. Anderson. H.K.R. Mr. W. Armstrong, Lieut. A. L. Barrett, H.K.R., Mr. A. Chapman, Mr. J. Cunningham, Mr. E. C. Emmett, Mr. L. Gilmann, Mr. E. E. Hill, Mr. H. A. Laumert, Dr. J. A.

Lowson, Mr. E. Mirow, Lieut. A. C. Stevens, R.E., Mr. C. Westerbarger.

CHORUS. Mesdames A. d'Almada e Castro, M. d'Almada e Castro, Barn, Borrett, Brewitt, Clark, Gracie, Hagen, Hazeld, Hance, Henderson, King, Lowson, Mitchell, Parker, Pearson, Sterchly and Stopani.

Messrs. J. Danby, F. P. Harrold, C. Hance, J. Hance, R. Henderson, B. G. Huygen, A. H. Hollingsworth, E. Hazeld, Major Johnstone, R.M., L. Lammett, J. J. O'Neill, R.N., Painter, R.E., A. Read, R.N., Sayer, W. Stopani, H. S. Vaughan, R.N., and J. Wickie.

Act 1.—Tower green.

Act 11.—The same at night.

Musical Director.....Mr. A. G. Ward.

Acting Manager.....Mr. H. C. Nicolle.

Stage Manager.....Mr. E. W. Mitchell.

Assistant Manager.....Mr. J. F. A. Hastings, R.N.

The Entirely New Scenery by Mr. H. W. Bird and Assistants.

Incidental Dances arranged by Mr. G. H. Sexton.

ORCHESTRA.

1st violins, Messrs. C. Schroter, Sydney, C. Xavier, and Band Sergeant Adams, R.W.F.; 2nd violins, Messrs. J. M. S. Rozario, Corporal Hunt, R.W.F., and Bandsman Thompson, R.W.F.; violas, Sapper Winchurst, R.E., and Bandsman Thompson, R.W.F.; Cellos, Mr. Koenig and Corporal Eynott, R.W.F.; basses, Dr. Swan and Bandsman Gregory, R.W.F.; flute, Mr. J. D. Osmund; clarionets, Corporal White, R.W.F., and Bandsman McGuirk and Watson, R.W.F.; bassoons, Bandsman Hlowarth and Brant, R.W.F.; horns, Bandsman Tugwell and Walter, R.W.F.; cornets, Corporal Gilmville, R.W.F., and Bandsman Hogg, R.W.F.; euphonium, Bandsman Morris, R.W.F.; drum and triangle, Bandsman Dyer, R.W.F.

Conductor.....Mr. A. G. Ward.

The Bandsman of the R.W.F. by kind permission of the Colonel and Officers of that Regiment.

The staging of the piece was, as is always the case with anything attempted by our local A.D.C., excellent, and Mr. Bird and his assistants are to be heartily congratulated upon the success of their efforts, for the Tower with its green was most realistic and the moonlight effects were exceedingly pretty. The dresses, too, are worthy of all praise, particularly those of the Yeomen, who looked their part to perfection, and were bearded like the pard. They certainly looked a tough lot of customers, with the exception perhaps of a few of the front rank who had evidently outlived his generation and scorned to dye his silvery locks.

First and foremost of all however, was Phoebe. This is Mrs. Badeley's first appearance upon the Hongkong or any other stage and she has every reason to be proud of her debut. With a clear and distinct delivery, whether singing or speaking, a charming manner and a total absence of self-consciousness or nervousness, her acting fairly brought down the house, particularly in her song "Where I thy home, in which she sang a woe and soothes Shadbolt to sleep, while she abstracts his keys and returns them again. Mrs. Badeley had good part and did full justice to it, never missing a cue or a line and entering thoroughly into the spirit of it.

Mrs. Ross, made a capital Dame Carruthers, her deep voice being particularly suited to the role, her singing of "The Screw may twist" receiving well merited applause, as also did her love scene with Sergeant Meryll. The latter was particularly funny and the dance at its conclusion was well executed. The part is a popular one but in the hands of Mrs. Ross it was rendered one of the leading ones of the piece.

A sweeter Elsie Maynard than Mrs. Campbell it would be difficult to find. Her song after her marriage to Fairfax, elicited loud applause as also did "I have a song," but in the latter her voice appeared to be a trifle off colour which is doubtless owing to a severe cold from which she is suffering. We trust that she will have recovered before the next performance as Mrs. Campbell's voice is one which has only to be heard to be appreciated and it was most unfortunate that she should have been indisposed last night.

Viscount Surlaird shone as Shadbolt, if such a grim personage as an assistant tormentor can ever be said to shine. His duet with Point was capital, rendered, the occasion of a dance at the end being well received. He looked and acted his part to perfection and his manipulation of the



of course, sell arms or ammunition retail in the Colony, but only to Licensed Retail Dealers. It is submitted that the Ordinance would be much improved if these two classes of dealers—the Importers and Wholesale Dealers and the Retail Dealers—were dealt with separately. As to the Retail Trade, it is suggested that no Wholesale Dealer should be at liberty to sell or dispose of any arms or ammunition except to Licensed Dealers. That all Retail Dealers should be licensed and registered and their names and addresses be published in *The Gazette*. That they should be required to keep Books and furnish returns like the Wholesale Dealers, and that their books and stock should be periodically examined and checked.

14. Under the existing Ordinance this examination of Books and checking of stocks has never been enforced. If it had been there would have been no need for the present Bill. 15. Retail Dealers sell in all quantities, a single rifle, or fowling piece or pistol, or a package of ammunition, or a pound of powder or a box of caps value 50 cents. It renders that trade impossible, or forces them into illegal trafficking in arms, to require every purchaser of the smallest quantity of ammunition or of the smallest fire-arm or part of a fire-arm to hold a permit to possess or carry arms or to export. It would be far better to say at once that it is intended to suppress the entire trade in arms than to harass the law-abiding citizens of Hong Kong daily by the steamers from Canton and Macao, and by junk. Many of them are either entitled by permit from the Chinese Magistrate to have arms, or are for their own protection absolutely compelled to provide themselves with arms. Many of them are here on business only for a day. Many come one day and return the next. It is impossible for them in the time to get permits to possess, or carry, or export, and in the what chance have they (strangers in the Colony) of getting such permit from the Captain Superintendent of Police. He is too busy to attend to them. He would refuse the permit until he had time to make inquiries and verify their statements.

16. If the provisions of the present Bill become law and are enforced, the retail trade in arms will be killed dead, and with that retail trade a considerable and a valuable portion of the wholesale trade will be destroyed too, for the aggregate sale of Arms and Ammunition in the Colony by retail is very considerable in a year. The retail traders will move to Macao, and the import and wholesale trade will follow, and will fall into the hands of unscrupulous persons who will make it their sole business, with the probable result that the ill-disposed both here and on the mainland will find it still more easy to procure both Arms and Ammunition. The import into the Colony of Arms and Ammunition in small quantities by junk or boat from Macao cannot be checked.

17. The following suggestions are made for the amendment of the Bill now before the Council:

1. That it be divided into three parts. One dealing with the Importers and Wholesale Dealers. One dealing with the Retail Dealers. One regulating the carriage and possession of arms, and that the regulation applicable to each be worked out separately. 2. That the expression "to carry arms" be defined and limited to the carriage of arms on the person for use or ready for use, and that some other expression be introduced and defined to cover the carrying of arms in the sense of conveying them from place to place as a cargo carries arms or ammunition from shop to godown or boat, or a servant carries a gun or a belt of cartridges for his master's use. No one should carry arms in the first sense without a license. No person conveying arms or ammunition in the second sense should be required to have more than the authorisation of the owner of the arms, who should be responsible if anything was wrong.

3. "Possession" is a word that also needs definition. There is the possession of the owner, who remains in possession, even when the arms are in the actual custody of his servant. There is possession of the servant which, if duly authorized by a person empowered to possess, ought to go free of any penalties. 4. The Captain Superintendent of Police is probably the proper person to grant licenses to carry or have possession of arms. He has probably the best means of knowing who may safely be permitted to carry arms, but the period covered by the license, the conditions on which it is granted, and the power of revocation, should be regulated by law or by Rules and Regulations made by the Governor-in-Council.

An appeal should lie to the Governor-in-Council from any refusal to grant a license, the Captain Superintendent of Police being obliged by law on demand to state in writing his reasons for his refusal.

5. The provisions of para. 5 of the Bill are by no means clear and want defining. Under its provisions:

(a) A man carrying a revolver in his belt need not load;

(b) A coolie carrying a revolver in a case from one shop to another or to a customer, or for repairs;

(c) A Chinaman from the mainland who has bought a dozen rounds of ammunition or a box of caps, are all in the same position and all equally need a license to carry or possess.

6. Under section 6 sub-section (b), if a non-resident foreigner or Chinese wants to buy even a box of caps to take on board his ship or junk and not for use in the Colony the Vendor must obtain an export permit before he can supply what is wanted.

Why should not the purchaser, if any one, obtain this export permit? But as already pointed out any attempt seriously to enforce this rule will kill the retail trade in the Colony most effectually, and will prevent one single "bad character" who wants to purchase weapons from providing himself with them.

7. Section 7 requires a Chinaman from the mainland who comes here one day in a junk and returns the next day and who buys a box of caps to take with him to his home to get an export permit and then when he gets on board his junk to deliver the caps to the custody of the master or mate of the junk and must return the receipt and the permit to some Officer of the Government. The clause is impracticable and can properly only affect wholesale dealers. There is no provision in the Ordinance providing for the case of a man who buys a weapon in the Colony for the sole purpose of taking it out of the Colony for use in his own home.

8. Clause 8 is far too wide. It affects every person—wholesale dealer, retail dealer, person privileged or licensed—to carry arms—every one. No Member of Council can send his fowling piece to the gunsmith's to be cleaned or repaired, without a removal permit.

9. With reference to clause 10 it should be so modified so that in the case of a person suspected of carrying arms, he should be taken at once before an Inspector and searched, so that, if the suspicion was unfounded he might at once be discharged from custody, otherwise perfectly innocent man might be detained from Saturday till Monday.

to The Captain Superintendent of Police should not be the person to grant or refuse licenses to Dealers and Importers. Such licenses should be granted by the Colonial Secretary. And there should be two classes of Licenses—one for Importers and Wholesale Dealers, and one for Retail Dealers. 11. The amount of the Fee payable has already been discussed. 12. There should be no power to cancel any license issued, except for breach of the conditions on which the license was issued, or of some provision of the law, and after conviction. Any refusal to grant a license should be subject to appeal, the applicant being entitled to have in writing the reasons for the refusal.

All arms and ammunition being conveyed from any part of the Colony to another, unless accompanied by a licensed person or with a certificate from the owner—a privileged person, a licensed person, a licensed Wholesale Dealer, or a licensed Retail Dealer—giving the name of the owner, the quantity and kind of arms or ammunition conveyed, and the destination; otherwise arms liable to be forfeited, and the bearer if unable to account for his possession punishable.

Removal permits impracticable. Think of a removal permit being required to enable a man to get a packet of cartridges conveyed by a coolie from a store to his house. The requirement of a certificate will render boxes and labels unnecessary. Section 20 should be so modified as to authorize any Police Constable to convey any suspected person to a Station there to have his box or package opened and searched.

Section 22 requires modification to provide for the case of European passengers of standing and position, persons licensed or privileged to carry arms in Hong Kong from being exposed to have their persons examined and their baggage searched for arms. It puts it in the power of a disagreeable ship's captain to grossly insult and annoy a passenger against whom he had any ill feeling. It is too big a power to give any man, especially when coupled with the power to arrest. It is given to all masters of all vessels of any nationality, even Chinese junks and night boats, to deprive passengers of the means of self-defence and to leave them at the mercy of a villain.

It wants very strict limitation.

CABLE RATES TO THE FAR EAST. Chamber of Commerce and Manufacturers. (Incorporated by Royal Charter 1853.) Glasgow, 20th December, 1899.

Dear Sir, I am to acknowledge receipt of your printed communication of date 8th October respecting the above, and to inform you that it has been submitted to and carefully considered by the Directors of the Chamber.

The Directors felt that as the Chamber had only recently taken action with a view to the reduction of Cable Rates between this country and India and the Far East, it was scarcely expedient so soon to approach H.M. Government of the Cable Companies concerned, and therefore while expressing cordial sympathy with the action by your Chamber, I was instructed to write you to that effect; at same time to send for the information of your Chamber, the enclosed print of a letter and relative Memorandum received from the Vice-Chairman of the Eastern Telegraph Co., Ltd., in which it is stated that the Cable Companies are willing to consider any offer which may be made for the reduction of tariffs.

This letter and Memorandum have been forwarded to the Bengal and Bombay Chambers of Commerce and have been submitted to the Indian Government, but so far I have not heard the result.

I am, Dear Sir, Yours truly, (Signed) WILLIAM H. HILL, Secretary.

R. Chatterton Wilcox Esq., Secretary, Chamber of Commerce, Hong Kong.

GLASGOW CHAMBER OF COMMERCE. (Copy.)

The Eastern Telegraph Co., Ltd. Winchester House, 50 Old Broad Street, London, E.C., 8th June, 1899.

J. Gallwey Esq., President, Chamber of Commerce, Glasgow.

Sir, Referring to our interview of the 1st instant, I now enclose copy of a Memorandum which had been prepared with regard to the Indian Tariffs. This Memorandum can be freely used, and it has been submitted to our Partners, the Indo-European Telegraph Co. I can only repeat that these Companies are willing to consider any offer which may be made to them by the Indian Government for reduction of tariffs, and are equally prepared to bear a share of any loss of revenue which may be caused by the reduction required.

Yours faithfully, (Signed) J. NICHOLSON, Director, Vice-Chairman.

MEMORANDUM RE INDIAN TARIFFS. June 2nd, 1899.

For some years past the Companies carrying the traffic between Europe and India have been memorialised to reduce the Indian rate. The Companies have always expressed their willingness to reduce tariffs whenever experience has shown that a natural expansion of traffic has taken place, and is likely to take place, by a reduction of tariff, and have always been ready to take a fair share in any reduction of tariff, if the Government's demand would bear a proportion of the actual loss of revenue, the Companies not only bearing a share of the loss, but undertaking the extra expense of carrying any increased traffic.

The reasons which have influenced the Companies with regard to the Indian tariff have been as follows:—

1. The traffic between India and Europe has been shown by experience to be a non-expansive one, and the Companies consider that it would require a very large reduction of tariff to materially increase the actual traffic carried. The following figures will speak for themselves. The tariff was reduced to 4s. per word on the first July, 1886:—

Revenue of Administration owing to the Telegram lines between India and Europe.

1885.....2,158,521.....£394,790  
1886.....2,153,507.....374,121  
1887.....2,124,002.....342,271  
1888.....2,110,163.....334,129  
1889.....2,029,149.....328,499  
1890.....2,111,456.....338,394  
1891.....2,250,074.....354,749  
1892.....2,300,823.....364,196  
1893.....2,367,353.....379,237  
1894.....2,190,102.....347,728  
1895.....2,195,016.....358,724  
1896.....2,180,158.....353,683  
1897.....2,370,013.....370,428  
1898.....2,275,371.....395,019

2. In all the correspondence which the Companies have had with the Merchants, who are the actual users of the Telegram, we have never had a single application for a reduction of tariff, but we have had applications to be allowed to send at a higher rate, in order that one person's telegram might have the preference over those of others.

3. The perfection to which the system of coding telegrams has been brought practically reduces the charge of 4s. per word to India to about 2d. per actual word sent by the Merchant, a figure that cannot be called dear.

4. If the traffic were to increase through a reduction of rate so as to recoup the Companies for the total loss made, it would necessitate the laying of extra Cables between Great Britain and India, a single line of which could not be laid under a million and a half of money, and if this large increase took place, the Companies would have to face this additional expenditure of capital with the consequent annual charges for interest, maintenance, and working.

The Ceylon Chamber of Commerce Incorporated, Colombo, 12th December, 1899.

The Secretary, Chamber of Commerce, Hong Kong.

Dear Sir, I have the pleasure to hand you for your information copy of a letter addressed to the Secretary of State for the Colonies by this Chamber in Reduction of Cable Rates.

Yours faithfully, (Signed) R. M. BURNS, Secretary.

CABLE RATES. The Ceylon Chamber of Commerce Incorporated, Colombo, 26th September, 1899.

The Right Honourable Joseph Chamberlain, Her Majesty's Secretary of State for the Colonies.

Sir, As you are doubtless aware, there has been, during the past few years, a growing agitation over the question of Telegram Cable rates between the United Kingdom and the East, and the necessity for the reduction of them.

2. The Ceylon Chamber of Commerce on 15th June last passed the following Resolution:—"That this Chamber considers the time has now arrived when the cost of Cable Messages between Great Britain and the East should be reduced, and they recommended that combined action be taken in conjunction with the Chambers of Commerce in India, the Straits and China, in order to accomplish it."

3. Since then the Chambers of Commerce of Hongkong, Singapore, Calcutta, Bombay, Madras, and Upper India, have addressed the Imperial Government or its Representatives, urging that steps be taken to bring about a reduction in rates, and the Ceylon Chamber desires to impress upon you the importance of this question in the interests of the Empire as a whole.

4. The enormous importance of Commercial interests to the State and to the community, renders it of paramount necessity that everything that presses on trade and industry, and everything that hinders progress, should be removed. The exorbitant charges made for Cable messages, are of the nature, and form a barrier to the foreign trade of the Dependencies of the Empire, altogether of proportion to the maximum gross profits of that trade, and to actual cost of the services.

5. The present rates between Ceylon and England is Rs. 3.10 per word, and practically no reduction has been made in rates for many years, notwithstanding the greater perfection of scientific appliances, which ought to contribute towards cheapening the cost of telegraphy.

6. It is believed if a very substantial reduction were made in charges for message it would be followed by a large increase in messages, sufficient to cover such concession.

7. A Deputation waited on the Chancellor of the Exchequer in July last, when the views and wishes of those interested in India and the East were fully explained, and an assurance was given that these would be laid before Government, and whether the admitted grievances are to become the subject of enquiry by a Royal Commission, or a Committee of the House of Commons, or whether Government will at once endeavour to improve the position by negotiation with the Telegraph Companies failing which a linking up of existing international land lines might be adapted, it is for the Imperial Authorities to decide, but the Ceylon Chamber of Commerce relies with confidence on your countenance and support being given to such action as shall be for the well-being of the best interests of the Colony.

I have the honour to be, Sir, Your obedient servant, (Signed) F. M. MACKWOOD, Chairman, Ceylon Chamber of Commerce.

THE LAST OF THE BRITISH COURT IN JAPAN. AN INTERESTING CEREMONY. YOKOHAMA, February 1st.

There was a large attendance of the public at Her Britannic Majesty's Court for Japan on Wednesday morning to witness what is probably the last sitting of the Court. Quite a number of ladies were present, and the master of the bar was imposing. His Honour Judge Wilkinson occupied the Bench, Mr. H. A. C. Bonar, Counsel, and Assistant Judge, being seated beside him. At the bar sat Messrs. J. H. Parkes, Mr. H. C. Litchfield, Mr. J. F. Lowder, Mr. A. B. Walford, Mr. H. G. Brudenell, Mr. C. H. Cross (Kobe), and Mr. G. H. Schmore.

At the conclusion of the judgment in the Enslie will case, Mr. Litchfield, as the senior practitioner and retiring Crown Prosecutor, of the Court addressing his Honour, said:—

May it please Your Honour.—On this occasion, which is probably the last on which you will preside over this Court, or if not actually the last occasion, the last on which so many members of the profession who have practised before you will be able to present—I ask your Honour's permission to say a few words in farewell. We have to take leave of Her Majesty's Court for Japan. This Court was constituted in 1878 to carry out Her Majesty's jurisdiction in this far-away land. This Court succeeded the one of Consular jurisdiction, an apportionment of Her Majesty's Supreme Court for China and Japan. During the past now more than 20 years during which this Court has been constituted many able men have presided upon the Bench and during that time I may say that justice has been conspicuously rendered. If I may attribute to the world justice the meaning of earnest and conscientious striving to render right to all parties without fear or favour according to rules of law, then I am sure this Court has been the means of administering justice here. The old order of things changes, giving place to the new, and although the cessation of this Court is a peaceful consequence of a step brought about by the progress of things, yet a great many of us who have worked here for many years of our lives cannot disguise from ourselves that we have to lay farewell to it with deep regret. We wish to say to you, Sir, the last to preside in this Court, words of good wishes for the future, and of thanks for the past. I do not forget that you also presided over the Consular Court years ago. During your term of office I may say, I think, on behalf of my friends that you have in this Court given strict attention to business, and made the practitioners before you feel that this is a place of strict business. When we leave it you also make us feel that we have

a friend in yourself. If rumour is right, I hear that some now present will be practising before you in the future in another place. I hope they will find you the same friend to them as those who have practised before you in this Court have done. I have to offer you a kind farewell and good wishes for the future on the part of the English bar and also the practitioners of other nationalities who have been before you.

His Honour, whose voice expressed deep emotion, replied as follows:—

Mr. Litchfield and gentlemen of the Bar.—I thank you most sincerely for the kind words which you have addressed to me, and I thank you in my own name and in that of my predecessors for the terms in which you have referred to their services in this place. No greater aim could any man put before him as a judge than to strive to reach that standard which is the standard of the English Bench. My predecessors—and I am glad to see one of them here to-day—have, I feel, endeavoured to keep up to it as high as they could. The new order has come, and you speak of the change with regret. I think few of us can help feeling regret. It is not for us to say whether the time had or had not fully come for such a change, but we have to recognise that such a change had to be made, and I for my own part—and I think I express the feeling of both Bench and Bar—may say that it is our wish that the difficulties connected—and inseparably connected—with such a change shall be overcome, and that the system which will replace this—while I believe it is not possible for it to be better than this—will before long approach to the same excellence. In speaking thus I am not speaking of my own individual efforts or of those of particular persons, but of this Court as an institution which I am glad you gentlemen have recognised, have kept up its reputation as an institution which has been as it was intended to be, a place for the dispensing of justice between man and man. I thank you on behalf of my colleagues of years gone by for the terms in which you have referred to their services in this place, and for the good wishes you have expressed towards me. I also return to you my hearty thanks. We all know that it would have been impossible to administer justice here without the assistance of the Bar. All English judges recognise that, and that assistance which is given in all English Courts has been generously given here. I feel I owe you personally a debt of gratitude for the assistance I have received from you. Whatever sphere of labour you may turn to, or wherever your duties may be exercised, I wish you all success. Gentlemen, I wish you a hearty farewell.

The Clerk of the Court (Mr. C. D. Moss) then pronounced the formula:—"Know all men that I, the Clerk, do hereby certify that the above is a true and correct copy of the proceedings in the above case, as given in the Court, and as recorded in the Court's records." The members of the Bar, and some of the ladies and gentlemen present, were afterwards received in the Judge's private room.—*Japan Daily Mail.*

NOTANDA. CALENDAR. FEBRUARY. Meteorological means based on fifteen years' observations to 1898.

Barometer.....30.141  
Thermometer.....57.3  
Humidity.....79.0  
Rainfall.....1.76

TO DAY. WEATHER REPORT. On date at 4 p.m.

Barometer.....30.15  
Thermometer.....59  
Humidity.....84  
Rainfall.....75

TO DAY. Tuesday, 13th February, 1900.

Chinese—17th of 1st moon of 26th year of Kiangsu.

Sun—Rises.....6hr. 3min.  
Sets.....5hr. 52min.  
High water—Morning.....6hr. 42min.  
Afternoon.....5hr. 34min.  
Low water—Morning.....5hr. 45min.  
Afternoon.....5hr. 37min.

ANNIVERSARIES. 1692—Massacre of Glencoe.

1771—Dissolution of the Co. Hong at Canton. 1841—The British frigate *Kite* stranded near England and was captured by the Chinese.

1873—Hongkong Horticultural Society formed. 1874—The steamer *Hanlung* capsized in Hongkong harbour; 30 lives lost.

1875—Outbreak of Convicts in Singapore (Gaol). 1895—Surrender of the Island forts and remainder of the Chinese fleet to the Japanese.

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Sun—Rises.....6hr. 3min.  
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Low water—Morning.....5hr. 19min.  
Afternoon.....5hr. 25min.

ANNIVERSARIES. 1797—Battle of St. Vincent.

1843—The thanks of Parliament voted to the British forces in China and India.

1872—The Tung Wa Hospital, Hongkong, opened.

1879—Loss of the steamer *Taiwan* in the Formosa Channel.

1891—Seven of the *Namoo* pirates beheaded at Kowloon City.

AGENDA. TO DAY. Cargo ex *Trieste* subject to rent.

TO-MORROW. C. P. R. Co.'s steamer *Empress of Japan*, leaves for Victoria B.C.

N. L. H. A. steamer *Holatia*, leaves for Havre and Hamburg.

Cargo ex steamer *Sala Maria* subject to rent. Cargo ex *Rapier* subject to rent.

4.30—Football H. K. F. C. v. Officers of the Navy Association.

5.15 p.m.—O. V. Voluntary Society Lecture on Flooding by Mrs. Archibald Little. H.K.V.C. ORDERS.

5.30 p.m.—D. O. Company Drill.

5.30 p.m.—E. Engineers Company Drill at Head Quarters.

5 p.m. to 6 p.m.—Band Practice for Unenrolled Drummers.

6 p.m. to 7 p.m.—Band Practice.

THURSDAY, 15th. Cargo ex *Bavaria* subject to rent.

9 p.m.—A. L. C. "Veomen of the Guard" at City Hall.

S. & T's New York Line steamer *Queen Elizabeth* leaves for New York.

China President Loan and Mortgage Co., Ltd. Register of shares closed.

3 p.m.—Meeting of the Legislative Council.

4 p.m.—Usual Rugby Football.

C. N. steamer *Tsiman*, leaves for Australian ports.

H.K.V.C. ORDERS. 4.30 p.m.—Range Finding Class at Happy Valley.

3 p.m.—E. C. O. Electricians Electric Light run at Lyman S. M. Vessel leaves S. M. Pier returning at 6 p.m.

5.30 p.m.—F. B. Gun Drill at Kowloon Dock.

5.30 p.m.—A. D. and C. O. Gun Drill at East Point.

FRIDAY, 16th. 4 p.m.—Football Final for the Regimental Cup between "A" and "G" Co., R.W.F.

8.30 for 9 p.m.—A regular meeting of the Perseverance Lodge.

SATURDAY, 17th. C. N. steamer *Chongsha*, leaves for Shimoda and Kobe.

Noon—Hongkong and Shanghai Banking Corporation. Half-yearly meeting at the City Hall.

Noon—P. & O. steamer *Benegal*, with mails, leaves for Europe.

4 p.m.—Football Semi-final for Shield Competition "H" Co., R.W.F. v. "B" Co., R.W.F.

8.30 p.m. to 9.00 p.m.—Regular Meeting of the Perseverance Lodge.

9 p.m.—A. D. C. Yeoman of the Guard at City Hall.

SUNDAY, 18th. (About) X. L. H. A. steamer *Habelberg*, leaves for Havre and Hamburg.

O. S. S. Co., steamer *Pyrrhus*, leaves for Liverpool.

MONDAY, 19th. 3.00, 3.15 and 3.30 p.m.—Auction sale of Crown lands, at Mon-kok-ssu, Barker Road and Yau-ma-ai, at P.W.D.-offices.

4.30 p.m.—Football H. K. F. C. v. H.M.S. *Victoria*.

H.K.V.C. ORDERS. 5.30 p.m.—"E" Co., Launch leaves S. M. Pier for Stonecutters, E.L. run.

side sources and these have come without doubt from Holland and volunteers, from the Afrikanders in Cape Colony and not a few, it is to be feared, from other countries through Delagoa Bay, the supervision of which by the Portuguese has been so ridiculously lax.

The result of this investigation then is that the Boers have a total force of say 75,000 to oppose the British with 120,000.

SHIPPING REPORTS. Captain W. H. Gibson, of the steamship *Lyra*, from Kutchinot, reports—Strong to moderate monsoon and cloudy.

Captain W. Davis, of the steamship *Hatching*, from Coast Ports, reports—Moderate N.E. wind and sea, fine and clear weather. Vessels in Amoy—*Italian*, *Keelung*, *Formosa*, *Taipei*, *Yunan*, G.M.S. *Yung*, and 2 Japanese battleships. In Swatow—*Kwangsing*, *Taiwan*, *Siam*, *Dagmo*, and *Pooting*.

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## Entertainments.

**HONGKONG FOOTBALL CLUB.**  
SHIELD MATCHES.  
AT THE SEMI-FINALS and FINAL on the 17th February, the 3rd and 10th March, respectively. Seats not occupied by Members at the advertised time of kick-off will be sold at Fifty cents each; the proceeds will be given to the Shield Fund. Ladies will be admitted Free as usual. Members must show Tickets at Entrance as the Members' and Visitors' Books will not be available for Signature at these Matches.

F. BROWNE,  
Hon. Secretary.  
Hongkong, 14th February, 1900. [187b]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation, will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of February, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1899.

By order of the Court of Directors,  
T. JACKSON,  
Chief Manager.  
Hongkong, 24th January, 1900. [105b]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

NOTICE is hereby given that the Registers of Shares of the Corporation will be CLOSED from SATURDAY, the 3rd to the 17th day of February, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Court of Directors,  
T. JACKSON,  
Chief Manager.  
Hongkong, 24th January, 1900. [105b]

**THE CHINA-BORNEO COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, No. 4, Queen's Buildings, on WEDNESDAY, the 28th day of February, at 12 o'clock (NOON) to receive a Statement of Accounts to the 31st December, 1899, and the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 26th instant, both days inclusive.

J. WHEELEY,  
Manager.  
Hongkong, 12th February, 1900. [191b]

**HONGKONG AND WHAMPOA DOCK CO., LIMITED.**

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 26th day of February, 1900, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 26th February, both days inclusive.

By order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.  
Hongkong, 30th January, 1900. [127b]

**HONGKONG FIRE INSURANCE CO., LIMITED.**

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Pedder Street, on THURSDAY, the 1st day of March, 1900, at 12 o'clock (NOON), to receive a Statement of Accounts to 31st December, 1899, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

JARDINE, MATTHEWSON & Co.,  
General Managers.  
HONGKONG FIRE INSURANCE CO., LIMITED.  
Hongkong, 30th January, 1900. [129b]

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock (NOON), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 8th March, both days inclusive.

By Order,  
GEO. L. TOMLIN,  
Secretary.  
Hongkong, 9th February, 1900. [171b]

## Masonic.

**PERSEVERANCE LODGE OF**

HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 16th instant, at 8.30 to 9 p.m., precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 9th February, 1900. [176b]

## Mails.

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undersigned Vessels will sail from CHINA DIRECT

FOR MARSEILLES, PLYMOUTH AND LONDON.

WITHOUT TRANSHIPMENT.

LEAVE.

STEAMERS.

Ports.

Shanghai.

Hongkong.

Spain.

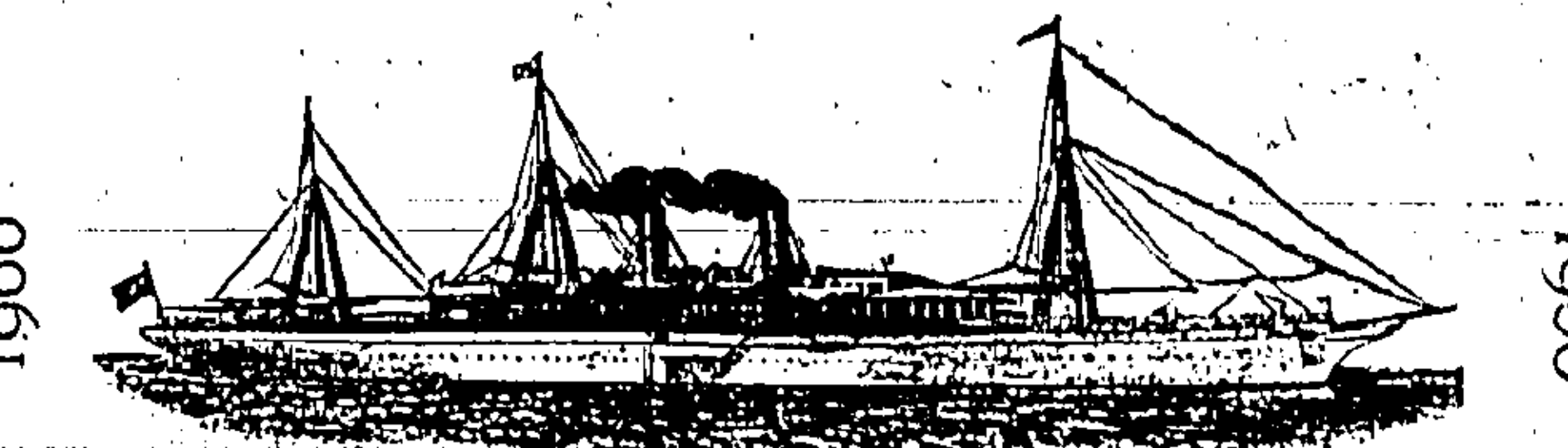
For Freight or Passage, apply to

DODWELL & CO., LIMITED,  
Superintendent, Hongkong.

4th December, 1899. [25]

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 14th February.

EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 14th March.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Potters' Street.  
Hongkong, 17th January, 1900. [3]

**CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, &c.

Belgian King...about Feb. 21

Thyria...about Mar. 6

Lady Joice...about Mar. 31

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA AND HONOLULU, on or about WEDNESDAY, the 21st February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 3 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.  
Hongkong, China and Japan.  
Hongkong, 10th February, 1900. [128]

**NORTHERN PACIFIC STEAMSHIP COMPANIES.**

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery, of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 9th February, 1900. [4]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PEKING, GUANG, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barnham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo and Goods, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,  
Superintendent.  
Hongkong, 3rd February, 1900. [5]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KOSHI MARU...{ AMOI, SHANGHAI, CHEMULPO } THURSDAY, 15th Feb., at Daylight.

HIROSHIMA MARU...{ KOBE and YOKOHAMA } THURSDAY, 15th Feb., at 4 P.M.

WAKASA MARU...{ MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID } FRIDAY, 23rd Feb., at Daylight.

KASUGA MARU...{ MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE } FRIDAY, 23rd Feb., at 4 P.M.

FUTABA MARU...{ NAGASAKI, KOBE and YOKOHAMA } SATURDAY, 24th Feb., at 4 P.M.

MIKE MARU...{ BOMBAY, via SINGAPORE and COLOMBO } FRIDAY, 2nd March, at Noon.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 10th February, 1900. [6]

## NORDDEUTSCHER LLOYD.

(Freight Service.)

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

## HAMBURG-AMERIKA LINIE.

(Freight Service.)

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HOLSTIA...{ HAVRE and HAMBURG } 14th February.

Bahle...{ BORDEAUX, HAVRE & HAMBURG } About 4th March.

Alesia...{ LONDON with transshipment in HAMBURG } About 16th March.

\*SAVOIA...{ HAVRE and HAMBURG } About 18th March.

ASTORIA...{ LONDON with transshipment in HAMBURG } About 18th March.

Hildebrandt...{ NEW YORK (via SUEZ CANAL) } About 31st March.

SAXONIA...{ HAVRE and HAMBURG } About 31st March.

Krech...{ LONDON with transshipment in HAMBURG } About 31st March.

\*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

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**TOYO KISEN KAISHA.**

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU...{ via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu } Thursday, 22nd Feb., at Noon.

NIPPON MARU...{ via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu } Tuesday, 20th March, at Noon.

AMERICA MARU...{ via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu } Saturday, 14th April, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 22nd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 27th January, 1900. [7]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

\*Algoa (via Moji, Kobe, and Yokohama) Thursday, 1st March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

(\* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, via MOJI, KOBE and YOKOHAMA on or about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 18th January, 1900. [7]

## For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE BOARD YACHT *GEISHA*. Length over all 26' 6". Water Line 17' 3". Beam 5'. All Lead Ballast. At present in cruising order. For Particulars, apply to

c/o This Office.  
Hongkong, 26th January, 1900. [116b]

## Auctions.

GOVERNMENT NOTIFICATION.







